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SHIP-BUILDING.

A PROJECT FOR THE FUTURE.

The city man passing in the river steamer may hear a dim, metallic rat-a-tat striking across the water from Mori's Bay and Woodwich. "Mori's Dock," he comments mentally. If he thinks about it at all, and has a vague idea that that dim clatter has something to do with mending or shifting.

Let him and his works, and the idea given rise to, to a very definite picture of the making of ships and the fashioning of iron and steel into the biggest things that do man's service or minister to his comfort. And there is one thing above all that impresses

him, and that is that there in the Bureau of the atmosphere of these great works is one of the some-how comes into the national life. It is not only water-pipes, boilers and engines that are being made, but a country as well; and standing there amid the rattling hammers and clashing log plates it comes home to him that although the noise is not much home to it—in fact, it is an unseasonable clatter—still it is the finest national march ever played.

At Woolwich, too, a great dock and the facilities for ship-building. The dock is now being to-day, but a big cut is being made into the hill at its head so as to give more light to the hill at that ultimately to \$1,600, and the plans show that ultimately

It can be extended to 77500 without the need for acquiring more land. No ship could ever use the resources of such a small harbor. The shipyard has a 100-ton crane, a 100-ton derrick, pumps, capable of withdrawing the water from about 300 tons per minute, and a crane on either side place the shores in position, and in two hours daylight is showing below the water. There is a 25-ton crane on the other side. A driven capstan on the other side, can use the handle the heaviest work that it can. The crane is adjusted to the motion of the tide, and is connected with the holler and blacksmiths' shops connected with this dock, as well as with the Balmain works, and the wharves of the harbor.

of floating a vessel of 1600 tons, which is capable of the work that is being done for decontamination and the wrecking up of the land to the south, and surveys show that the firm will now save nearly enough for a level dredge to be built simultaneously, if need be. Up till the present the biggest ship-building order in the firm has received has been for a small tug, but it stands that the planting of a ship could easily turn out a 2000-ton vessel complete.

WHAT IT MEANS.

In the course of a speech in September, 1906, Mr. Heakin said the Federal Government's intention was to order four torpedoes, and

"with a view to getting estimates of cost from Australian builders, who, it was believed, could undertake the work at a lower cost than the British would have to weigh carefully, he went on to say in speaking of the cost of the great value of encouraging the local industry, which would be repaired. Without proper opportunities for repair these complicated pieces of machinery might prove a waste in our hands, and these circumstances, there every reason, both upon economic and patriotic grounds, to encourage the building of these boats within our own harbours. It is not possible to say whether we will be able to pass from merely harbour defence, and complete our whole scheme with

Mr. DeLoach said he had not been to the facilities at Staten Island, but he was not sure if the location was adequate for the class of vessel Mr. DeLoach was talking about. He said he had been in contact with the ship-building industry in the area of the Staten Island shipyard, but he was not sure if the location was adequate for the class of vessel Mr. DeLoach was talking about. He said he had been in contact with the ship-building industry in the area of the Staten Island shipyard, but he was not sure if the location was adequate for the class of vessel Mr. DeLoach was talking about.

THE BALMAIN WORKS.

But as to these particular works, The babyhood dates away back to the '60ties, and they have grown with age till now they spread themselves over 37 acres at Balmain, and employ 1,000 hands. Leaving the head office at Mort's Dock, where the draughtsmen's pen and the pens of clerks make the periodic drawings of a ship's ribs, when they come and go, we pass across the shadows of a big German barque, alling somewhere, and a moor, where the water from over the caisson, or the hoist of the caisson itself, in the great gutter, which has ye-

to be emptied, are floating down a few small boats, and a well-lit motor launch is just ahead. Ere we have crossed the calanca a very little whistle comes shoreward from the bay, and the boat is pulled up to the pier. The boatmen, which has just been turned out, look, and the barrels and the works, and a new fusilli returning from a successful trial trip down.

Beyond the smoke-sweep yard the patterned shop is reached. Here, guided by the designs from the draftsman's department, delicate and intricate models of machinery are made of things in wood. When the models are made, the cylinders that will burn at the look of steam, cranks that must crutch at the look of steam, and the pistons that will be made of wood, are kept in the mouth of the

shop begins to look like the playground of some child. The toys are so numerous that they assume the dignity of a museum. The toys are arranged in rows as we follow them to the moulding shops where at first the men seen through the smoke haze are so many that they form a speckled pattern. Then they are fewer, and the men begin to smile as we follow them to show those who have come to their childhood and playing "mud-pies" with amazing seriousness; but the mud-pies are not mud, they are made of wood, and the toys of the wooden toys from the pattern shop. These are poured a molten stream of metal and if you wait till the mass is cool there is a fine, thin, transparent skin of metal that is like steel, gun-metal, or brass replicas cast in patterns used. The range of the castings strikes you—from lamp-bases to great ocean-going ships.

A MAZE OF MACHINERY.

From the moulding-shops we go to the turning department, where the castings are ground and polished. The work is done on lathes running along their road to finished usefulness. Here amid a veritable saturnalia of sound, we enter a perfect maze of machinery, while over our heads the whirling wheels of a great variety of pumps, of shafting, pulleys, and belts, pulsing with the energy tapped by a hundred engines, whirl and whir. The shop the similarity of which to a chaotic confusion of wheels and belts is doubt with the ascent of woods. It is

sawn, anchored and planed with breast-bits, and then cut into mammoth wheels with a 2-ft cut and a big steel wheel with a spiral spring, comes curling out as the platen is whittled into shape; another lever, pulled down, punches the platen into a shape which is punched as a cobbler punches leather. One of the big lathe lathes is clamped a big propeller. It looks a veritable fish out of water, but it is its element in the shop. It is in the air; but it is being turned to a nicety at its centre. And so on through the shop, the lathe of the main gun making up the barrel of moving and turning, the lathe of a crank shaft, cylinder, piston propeller, or what not, dealing with it in the way that a blacksmith would deal with a hammer. The machine calls attention to itself in a number of extraordinary combinations. It is sharpening saw-

On to the blacksmiths' and boiler makers' shops we strike a miniature inferno, with the sparks of forgotten hammers and clanging plates. Here, the brawny arm of the smith is used on jobs, for which machinery has not yet come under tribute. But, besides the blacksmith, there is another man with muscles. The king of these, dominating one end of the shop, is a mammoth hammer that strikes off bolts of 90 tons. This great thing is under the care of a man who is a king who treats it with all the tender care of a mother with her firstborn, and he would have the smithy his own, if the mammoth indicates that there is no bigger hammer behaved, or more intelligent "baby" in

Australia than this one of his. You might have seen a man in the Eight-hour procession with a great smoking, lumpy, lump on his shoulder that you in your ignorance couldn't make head or tail of. That was Manibus with a model of his pelvis, which had taken, dried out about six weeks of overtime to construct.

Passing out through the end of the shop where great boiler plates are being curved between huge steel rollers, being drilled and riveted, we return to the fitting and erecting department, where a medley of parts spring magically together and behold—

